185 454

No details are given concerning capacity, except in a few isolated cases. On the basis of eyewitness accounts, some of the reconstructed works, notably the Ganz electrical engineering plant in Budapest, greatly exceeded the old plant in capacity.

Transport and Communications

185 489

In transport and communications, the aim of the plan was the rehabilitation of the transport system which suffered very heavy damage in the war. Costs were budgeted at 676 million forints. The capacity of the transport system, about 75 percent of prewar when the plan was launched, was to reach, and in some cases even exceed, the prewar capacity.

The main items listed in the blueprint were the following:

[496] Railways: the reconditioning of the principal railway lines; some extension of the double track system; the reconstruction of the single, electrified line (Budapest-Vienna); the starting of electrification of another line (Budapest-Hatvan, connecting an iron and coal district with Budapest); the reconstruction of five of the principal and all the smaller bridges which had been destroyed; and the rebuilding of the railway yards and stations damaged in the war.

[504] Shipping: the refloating and reconditioning of river boats, improving harbor installations, enlargement of the central harbor in Csepel, and the construction of two canals (Sio and Danube-Theiss).

[491] Roads: completion of the repairs of war-damaged roads, that is, the reconstruction of about 20 percent of the arterial highways and about 40 percent of the primary and secondary roads; the construction of 225 km. of new arterial highways and 1,400 km. of primary and secondary roads; the rebuilding of most of the destroyed highway bridges.

[509] Air transport: construction near Budapest of a large airfield meeting modern requirements and capable of receiving the largest planes now in use.[34]

[206] Telephone, telegraph, and wireless communications: the rehabilitation of the still deficient telephone and telegraph systems; the reconstruction of a 135 KW transmitting station (Budapest); the construction of another 135 KW transmitting station (Szolnok); and a third short-wave transmitting station of unknown capacity (Diosd).

34. Work on the airfield in Ferihegy near Budapest was started during the war, but it was badly damaged before completion. It was used as a Russian military airfield after the war.

[The Three Year Plan of 1947-1949—Analyst]

information suggests that the budgeted sum corresponds roughly to prewar investments in housing.

The building industry will be mechanized and mass production methods will be introduced in building. Total investments are slightly below 1.0 billion forints.

Transport and Communications

The capacity of the transport system is to be increased by 60 percent over the 1949 level. By 1949 the prewar capacity had on the whole been reached, although some bridges were still replaced by temporary structures and some of the rolling stock was in bad repair. Against that stood the large increase in the number of trucks and buses. Investments totalling 7.5 billion forints provide for the construction of 150 km. of new main-line railways, 605 km. of arterial highways, 2,250 km. of secondary roads, the construction of ten large bridges and a number of smaller ones, mostly to replace the temporary structures, and five new harbors. Also the first line of the Budapest underground railway will be completed. There is no indication where the new railway line or roads are going to be built. Nor is reference made to the Danube-Theiss canal on which construction work was started in the spring of 1949 under the Three Year Plan.

As well, the rolling stock for the railways will be increased by adding 4,400 trucks. The number of passenger automobiles will be increased by 14,000, and that of trucks by 23,000. The Danube fleet will be increased by building two passenger steamers, six tugs, fifty-nine barges and three seagoing vessels.

The capacity of the telephone and telegraph systems will be 67-70 percent greater in 1954 than before the war.

Employment and Productivity

The realization of the First Five Year Plan will require a considerable redeployment of the working population of Hungary. As pointed out earlier, the Three Year Plan did not affect the pattern of employment to any large extent, especially insofar as the agricultural population was concerned. Under the Five Year Plan, the number of workers in manufacturing and mining will have to be increased by 430,000. At the end of 1949, their number was about 440,000. In five years it will nearly double and reach 870,000 in 1954. No details are given concerning the distribution and composition of the labor force except that nearly 60 percent of the new workers would have to be skilled. To provide enough skilled workers, the rules governing the training of apprentices have been revised. The number of specialized